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GEN. HUERTA MAKES RAID

Murderer of Madero Arrests One Hundred and Ten Members of Congress Who Criticize Him.

SOLDIERS INVADE CHAMBER OF DEPUTIES AND HIDE THEM TO PEN.

Their Sin Was to Demand a Statement as to What Had Been Done With Senator Dominguez.

Mexico City, Oct. 10.—One hundred and ten members of the chamber of deputies who had signed resolutions of warning to President Huerta as the result of the disappearance of Dr. Belisario Dominguez, senator for Chiapas, last night, were arrested tonight, and lodged in the penitentiary. Five other deputies who signed the resolutions were absent tonight when a cordon of troops was thrown around the legislative building and several hundred soldiers invaded the chamber.

The arrests followed a demand by President Huerta that the chamber withdraw the resolutions, which carried the threat that the deputies would abandon the capital, owing to an alleged lack of guarantees for their personal safety.

Senator Dominguez early in the month made a speech in the senate violently attacking Huerta, saying that not only had nothing been done during Huerta's regime, toward the pacification of the country, but that the present situation in the republic was infinitely worse than before. He said the currency of Mexico had depreciated, fields had been neglected and towns razed and that famine threatened. He added that the situation was due first and foremost to the fact that the Mexican people could not resign themselves to be governed by Huerta.

Before the hour for the regular opening of the session of the chamber at 4 o'clock this afternoon, the basement and roof of the building had been packed with troops. Scores of police were scattered through the gallery.

When the deputies were in their places, Minister of the Interior Man-

uel Garza Aldape entered the chamber. Simultaneously, several hundred federal troops lined up in front of the chamber. Senator Aldape ascended to the platform and read the reply of President Huerta, warning him of the deputies' intention to dissolve the parliament and hold their sessions elsewhere and demanding an investigation of the disappearance of Senator Dominguez. The reply said that President Huerta could do no less than consider the resolution an act of unjustified aggression and transgression of the rights of the other two powers—the executive and the courts.

When the arrests were made, a few of the leaders were placed in automobiles while other deputies were taken to the penitentiary in street cars. Meanwhile similar demands to resign had been made upon members of the senate who had concurred in the chamber's resolution. A committee of senators called on President Huerta and signified their willingness to comply with his demands. Later, the senators formally withdrew this action.

In anticipation of possible trouble, heavy patrols of troops are on the streets tonight. The rapid fire guns which were posted in the interior courts of the palace in February are again in place and quantities of ammunition are on hand.

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WIRELESS CRY OF SHIP BRINGS AID

Ten Vessels Rush to Stricken Vessel, but Storm Prevents Rescue of All.

Statistics of the Volturmo Disaster: Total number of persons on board, 657.

First cabin passengers, 24. Steerage passengers, 540. Crew, 93. Rescued by ten liners, 521. Missing, 136.

The vessels carrying survivors are due approximately as follows: Kroonland at New York Oct. 16. Rappahannock at St. John Oct. 16. Carmania at Liverpool Oct. 12. LaTouraine at Havre Oct. 12. Minneapolis at London Oct. 15. Czar at Rotterdam Oct. 14. Narragansett, freighter, at London Oct. 17.

Discharged at Liverpool Oct. 14. Groen-Kurfurst at Bremen Oct. 15. Seydlitz, freighter, destination uncertain.

The first call of the Volturmo was: "We are on fire and have to abandon ship. Can hold on for a while. S. O. S."

The S. O. S. call was heard by the Carmania, 78 miles away and by other ships within the zone, and answered. It was sent out about 8 o'clock Thursday morning. The Carmania made 29 miles through the storm and was there at noon.

The Groen-Kurfurst and the Seydlitz, a German tramp, reached her at 4.

Seven other ships—LaTouraine, Minneapolis, Rappahannock, Devonian, Czar, Narragansett, and Kroonland, reached her by night time.

The passengers were taken off and more than 500 lives saved on Friday. It was possible only through the use of wireless.

Liverpool, England, Oct. 11.—One hundred and thirty-six persons lost their lives when the steamship Volturmo, of the Uranium line, was destroyed at sea on Friday afternoon, having been on fire for 24 hours.

Ten steamships surrounded the Volturmo for 16 hours while the fire raged at its height, but none of the rescue fleet were able to lend assistance owing to a terrific storm.

The Volturmo sailed from Rotterdam for New York via Halifax on October 2. She carried 24 cabin passengers, 540 steerage and a crew of 93. Of the 657 known to have been on board 521 have been reported saved by the 10 vessels.

The greatest loss of life occurred when four of the Volturmo's six life boats were dashed to pieces against the side of the vessel a few moments after they were launched. Other life boats launched from the rescue fleet were also crushed by the waves.

Early Friday morning a terrific explosion in the Volturmo's boiler room, almost rent the vessel in half. The passengers on the stricken ship believed they were doomed, while the captains of the vessels which had rushed to the rescue could see little chance of saving those on the burning ship.

Suddenly the gale abated and the sea calmed considerably. Within a few moments a score of life boats had been launched from the vessels standing by and were rushed toward the stern of the Volturmo, where the passengers and crew were huddled against the rail.

When the Volturmo was abandoned Friday morning she was seen to be gradually sinking. Her position was about 900 miles northeast of Cape Race, and close to the spot where the Titanic sank 18 months ago.

Never before has a such disaster been witnessed by so many spectators. Huddled on the eight ocean liners a German tramp and a Standard Oil tank steamer, which heard the Volturmo's S. O. S. distress call by wireless, were several hundred persons who, unmindful of the blinding cold of the gale and the danger from the huge waves which crashed over the vessels, remained on deck throughout the afternoon and night to watch the fire.

All during Thursday night one searchlight from the Cunarder, Carmania, was kept steadily on the Volturmo, while another played over the 10 vessels that surrounded the stricken ship. The cries of those on the Volturmo were carried by the gale and the passengers on all of the other vessels could see the women and children huddled close to the Volturmo's after rail while the men stood nearer the fire.

That so many were rescued from the Volturmo was due to the prompt, efficient work of Captain Barr, of the Carmania. The wireless operator on the Carmania picked up a faint "S. O. S." call shortly after noon on Thursday. The position of the Volturmo was given and the following: "Come quick, ship afire; fear we are doomed."

The Carmania, which sailed from New

York October 3, for Liverpool, put ahead and headed for the point from which the call came. It was the first vessel to reach the burning Volturmo.

When the Carmania received the first wireless signal she was about 78 miles from the Volturmo. Extra stokers were rushed into the fire room and within a short time the Carmania was making 20 knots under the forced draught.

At 3 o'clock the lookout on the Carmania sighted a black spot on the horizon and the Cunarder was pointed toward this. Shortly after 4 o'clock Capt. Barr slowed down his vessel and circled the Volturmo. At that time a terrible gale was sweeping over the sky.

In the meantime the Carmania wireless operator had been sending out calls to all vessels that happened to be in that section of the Trans-Atlantic line. Nine vessels answered these calls.

Soon after 5 o'clock the North German liner Grosser Kurfurst, which sailed from Bremen on October 4, hove in sight. A little later the German tramp steamer Seydlitz, came up to the Volturmo. Following this all at full speed around the black line of smoke that was being whirled across the foaming waves by the gale.

Shortly before darkness closed in over the scene, Capt. Inch ordered six life boats manned and filled with all women and children who could be saved. These boats had hardly touched the water when they were hurled against the side of the Volturmo and four of them were crushed like egg shells. The other two managed to get clear of the burning vessel and one was picked up by the Czar and the other by the Seydlitz.

It was then apparent to the captains of the 11 vessels that any attempt at rescue by means of life boats would prove unavailing. Capt. Barr then brought the Carmania close to the stern of the Volturmo and fired several lines at the burning vessel, but the gale was too strong and the leaden ends fell into the sea. One line carried close to the rail and scores of eager hands reached out to clutch the line that meant safety. But when the line fell a few feet short of the Volturmo a stern cry of anguish went up from the frantic passengers, which was carried to the other vessels.

By consent of the commanders of all of the vessels in the rescue fleet Capt. Barr was allowed to take command of the situation. He then decided that the 10 vessels that formed the rescue fleet would form in "battle line," in a circle around the Volturmo. Then under half speed the 10 vessels began a march around the Volturmo, then a mass of flames, which continued throughout the night.

All the vessels were brilliantly lighted, but only two searchlights were used, owing to the danger of blinding the men on the bridge. These lights were from the Carmania. One of them was kept on the Volturmo while the other played about over the other vessels, enabling them to keep a safe distance from the others.

All the night captains kept up a conference by means of the wireless. While numerous plans were suggested each calling for desperate attempt to reach the burning liner, all of these were abandoned and it was decided that the only hope lay in the chance that the gale would abate and the sea subside somewhat.

Many of the passengers took their turn at the sea pumps and it was by the use of these that the flames were prevented from reaching the after holds over which the women and children were huddled.

A few minutes later the dawn shot across the water and it could then be seen that the fire had gone down considerably, owing to its having burned itself out.

It was then that the fight to relieve the passengers began. It was also then that the great value of the Narragansett, the Standard Oil tank steamer, dawned upon the captains. A few seconds later the pumps on the oil steamer were working and streams of oil were being poured out over the water. With the "battle line" still preserved, the Narragansett circled the Volturmo and as the oil spread over the surface of the sea, it seemed to materially calm the waves.

When the effects of the oil were noticeable and it was apparent that the gale had spent itself, the lifeboats from the rescue fleet were launched and the work of relieving the terror-stricken passengers began in earnest.

Captain Inch had lashed himself to the mast of the Volturmo and directed the mode of leaving the vessel. The general rule of the sea, "women and children first" was obeyed in the strictest sense. There were a large number of women and children among the passengers, most of whom had embarked in the steerage. When these had been landed safely on one or the

other of the vessels the men and members of the crew began to leave. Captain Inch was the last man to leave the vessel.

The wireless accounts differ as to how the 136 lost their lives. Some state that many persons were killed either in the explosion or blown from the deck of the Volturmo and were drowned. One captain asserted that he could see many bodies flying thru the air following the explosions. The belief that many had been blown from the ship was so strong at this time that scores of life buoys with lights attached, were set adrift in the hope that some of those who had been blown from the ship would be able to reach them in the dark. At the same time the searchlight from the Carmania swept the surrounding waters for trace of any bodies. Several times objects believed to be bodies were seen but none of these were recovered.

About 30 persons climbed into a lifeboat lashed to the davits near the stern and at various times during the night men and women were seen to fall or jump from this boat. Captain Barr believes that many of the 136 were drowned after being thrown from this boat by the rolling and pitching of the Volturmo.

NO VERDICT IN THE ORNER CASE

Case Has Cost Texas \$15,000. Woman May Now Face Trial on Charge of Lunacy—Cool as She Faces Jury.

Van Horn, Texas, Oct. 11.—Mrs. Agnes Orner must face another jury—either on the charge of murder or lunacy—after having stood five trials for her life in the state courts of Texas.

The jury which heard the evidence in her case here this week, was discharged last evening by Judge Dan. M. Jackson, after the members had unanimously declared their inability to reach a verdict, and, although the famous case in which the former El Paso nurse is charged with the murder of her daughter, Lillie, has already cost the state \$15,000, it is not yet ended. Mrs. Orner will be removed to El Paso and either tried on a lunacy charge or perhaps transferred to San Antonio to face for the sixth time the charge of murder.

Besides the cost to the state for the trials that have been conducted, the witnesses have been forced to spend several thousand dollars. The state allows witnesses in felony cases \$1 a day, but the complaint is made that this amount is not sufficient, as it costs from \$2.50 to \$3 a day to secure accommodations. The extra amount must be paid by the witnesses themselves.

It was 6 p. m. Saturday when Judge Jackson ordered the defendant, Agnes Orner into court. The sheriff immediately went to the jail and notified the defendant that the court desired her presence. She asked no questions, and in a few moments she stepped into the little courtroom of the Calhoun county courthouse, where for the past week her hopes had been high that soon she would walk out a free woman, among the wild flowers which she could see from her cell.

She was dry eyed, cool and calm. For the fifth time she was to stand at the bar of justice and watch a jury slowly file in and announce the result of its deliberations. Only once in the previous four times had she heard the word "guilty" fall from the lips of the court clerk. That occasion was in El Paso on her first trial, at which time, when the verdict of guilty was read, she cried out and swooned. But this time she had faced a jury of 12 men composed of plainmen, of men whose lives on the prairie of west Texas had equipped them with unbounded chivalry for womanhood. Perhaps her sex had overcome the effect of the damaging case against her.

As the jury was brought in and seated, Mrs. Orner gazed out of the window and into the west, where the sun was slowly sinking behind the Diablo mountains. She looked not at the jury. Judge Jackson asked the usual formal question, "Gentlemen of the jury, have you arrived at a verdict?" and the foreman answered: "We have not." He then reported that the first ballot stood six to six, and, after some changes they had reached a vote of eight to four, and that there was no possibility of their reaching a verdict. The court then asked if any juror thought there was any possibility of a verdict, and each was positive there was no chance. The jury was then

discharged, and another mistrial was written into the record of the case of the state of Texas versus Agnes Orner.

Counsel for the defendant registered an objection to the jury being discharged at this time.

When the jury had left, the question of change of venue was taken up, and finally Judge Jackson ordered the case back to El Paso, on the ground that there have been hundreds of new jurors acquired on the jury list of El Paso since the case was last tried here, many of whom had never heard of the case, and that the probability was that a fair trial could be had there.

Just before the court announced the change to El Paso, the defendant arose and said she had but one request to make and that was that she be sent to any place but El Paso, as she knew she could not get a fair trial there.

There were but six people in the courtroom when the jury was discharged. The sentiment of the people in the little village of Van Horn had somewhat changed in the past week. Each day the courtroom was crowded with women, who waited in vain to see this defendant take the stand and tell their husbands and brothers who were on the jury near the side of the case, but the case was closed without a word from Agnes Orner.

The jury stood silent for a while and four for conviction. W. T. Malone and his son Fred Malone, W. E. Morris and W. B. Humphreys were for conviction. Mr. Humphreys' son was for acquittal, as were the two Hollabekes, father and son. It is said Mrs. Orner will be tried for insanity in the county court at El Paso shortly.

Mrs. Orner was led back to the jail, quite composed. She asked Judge Jackson to allow her to remain here a few days, which request was granted.

District attorney W. W. Bridges left for El Paso tonight. Judge Jackson leaves next Wednesday for El Paso.

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